

50X1-HUM

Title: PROTOCOLS OF MEETINGS OF THE TECHNICAL STAFF OF THE  
VFW, ROSTOCK, (Germany, Soviet Zone)

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**SECRET**

PROTOCOLS OF MEETINGS OF THE TECHNICAL STAFF OF THE  
VVM. ROSTOCK

The protocols deal mainly with administrative matters, some of which refer to points discussed at previous meetings and therefore of obscure meaning, while part of the document is nearly illegible. The points listed in the protocols, which might contain pertinent information, are given below.

Protocol 5/50. 21 July 1950

References to protocols 2/50, 3/50 and 4/50.

An attempt is to be made to obtain two winches for Stralsund and send two others from there to the Rostock Diesel Works for repair.

Orders were issued to the firm of Eltz at Gruenau to submit models to the SKK. The nature of these models is not specified.

Reparations orders R 50/910585 and R50/910583 (Steamship "Hamburg") are to be transferred to the Warnow shipyards.

The notes on exchange of experiences of the firm of Textima are to be reviewed.

The quality control procedures of the Rossau shipyards are to be checked.

The rivets supplied to the Elbe shipyards are of inferior material. In the future, orders are to be placed with the Kiel Self-Help organization to prevent recurrence.

Protocol 1/50. 13 June 1950

Deck machinery construction was found to be faulty. The base plate must be strengthened or modified.

The 100 HP Diesel generators on the lugger are to be checked.

The Leipzig Iron and Steel Works have requested that specific complaints be submitted on the faulty castings delivered.

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Metal wires for the spray process are lacking. The Wismar and Rothensee shipyards request the metallurgical composition.

1850 m of 15 kv cable must be obtained by the end of July.

Protocol 3/50. 6 July 1950

Refers to protocol 1/50 and to protocol 2/50.

Light-metal pistons of Buckau/Wolf are to be tested in the Diesels. Sassnitz Fisheries is to use them in a trial run.

A motor with an anti-vibration mount is to be tested at Wolgast.

The high-voltage cable is available at Stralsund.

Protocol 4/50. 11 July 1950

Refers to protocols 1/50, 2/50 and 3/50.

The design department has contacted the Elbe shipyards at Boisenburg and the Rostock Diesel Works for achieving more economy in the use of nonferrous metals in the construction of deck machinery.

The hours required for riveting of luggers at Boisenburg is 7420 hours, and at the Neptun shipyards 7939 hours.

Twenty new rust-removing machines have arrived at Wismar.

The production department is to investigate whether luggers made at Boisenburg and Rossau can be turned over ahead of schedule, and whether these two shipyards can work on the trawler program and assist the private shipyards of Schmütze and Bolle which are behind in their orders.

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